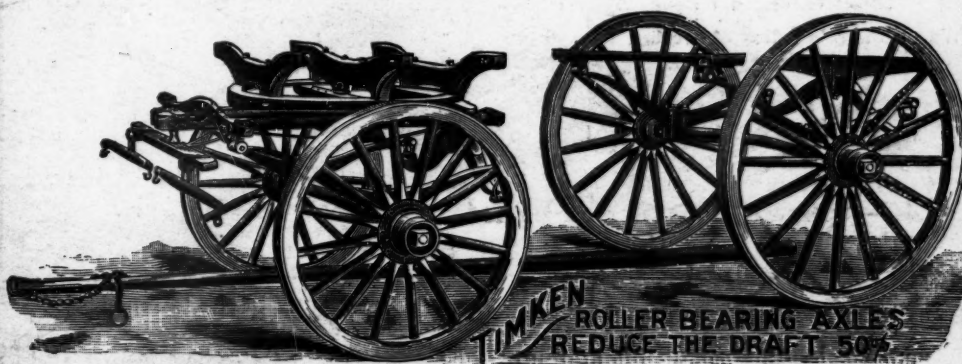


THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.

U. S. Department of
Agriculture,

HOW IS YOUR WAGON GEARED?



You are going to build some new wagons—have you selected your gears?

No!—well select the right kind. Get exactly what you want:

GEARS

That are adapted to your conditions.
That are made from the best material, by the best workmen.
That are thoroughly tried and tested.
That are conceded the best in the world.
That are worth much more than they cost.

In other words **Get the Selle Gears.**

Manufactured by

The AKRON-SELLE COMPANY, Akron, Ohio,

We build Heavy Wagons for all purposes.

Write to-day for the Illustrated Catalogue No. 5.

SEPTEMBER, 1911

THE TEAM OWNERS REVIEW.

GIBSON OAT CRUSHERS AND CORN CRACKERS

With Automatic Feeder and Cleaner Attachments.

Guaranteed to save you 15 per cent. on your Feed Bill and your horses in better condition every way.

Can We Do It?—Ask the man who owns one.

Hundreds in use all over the United States and Canada.

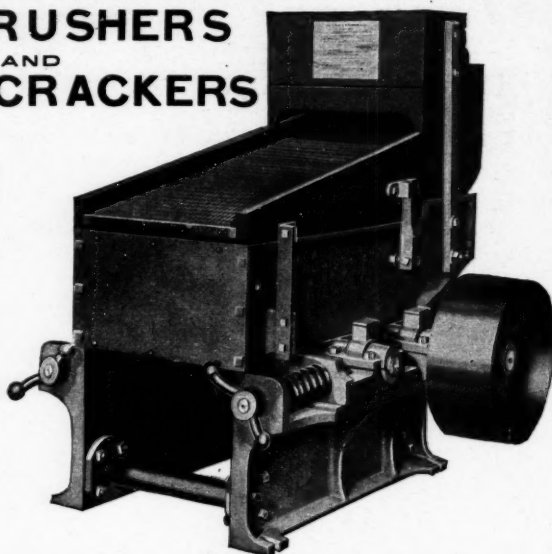
Built in all sizes suitable for any stable from 20 horses up—also built with direct connected motors.

We are the originators of Crushed Oats Horse Feed.

GIBSON OAT CRUSHER CO.

Patentees and Sole Manufacturers,

1530—1532 McCormick Bldg.,
CHICAGO, U. S. A.



Patented June 8, 1909.

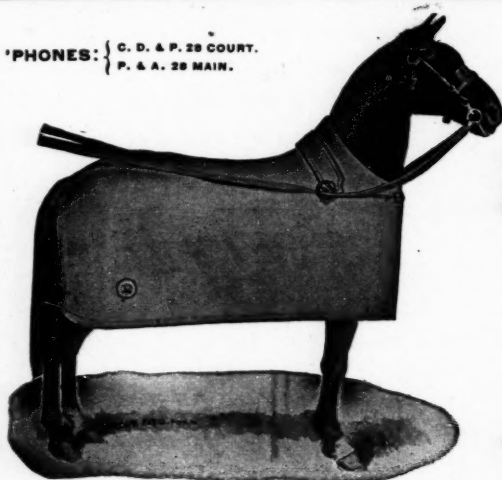
Requires less power and costs less to maintain—
GUARANTEED FOR A LIFETIME.

CAN BE OPERATED IN ANY STABLE.

Write for Catalog F.

AGENTS WANTED.

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We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

HORSE .. AND .. WAGON COVERS.

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

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The Breen Patent Adjustable Derrick



THE
GREATEST AND SAFEST DEVICE
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Hoisting Pianos, Safes, Etc.

ALSO

**Piano Lifting Belts, Piano Covers,
Pulley Blocks, Plymouth Rope,
Piano Slide Trucks.**

ALL KINDS OF

**Safe, Piano and Machinery Movers
Tools.**

1 City Square,
Bunker Hill
District.

Wm. H. Breen, BOSTON,
MASS.

IF you manufacture Wagons, Harness, Horse and Wagon Covers, Gears, Axles, Horse Shoes; Horse Shoe Calks, in fact anything used in the Teaming Business, why not let the TEAM OWNERS REVIEW, be your salesman.

The Review is read by Team Owners all over the United States.

Our readers are all PROGRESSIVE Business Men who own from 10 to 500 head of horses.

Write us for Rates. If you have them, send us your order now, with copy.

THE
TEAM OWNERS REVIEW,
RENSHAW BUILDING,
PITTSBURGH, PA.

A TREATISE on the Horse- FREE!

We offer you free this book that tells you all about horse diseases and how to cure them. Call for it at your local druggist or write us.

KENDALL'S SPAVIN CURE

is invaluable. It cures Spavin, Curb, Splint, Ringbone or any other lameness, quickly and safely at small expense. Read what W. T. Sadler, Atlanta, Ga., care of Allen's pharmacy, writes:

"Your Treatise on the horse received and contains many good formulas for treating spavins. I have sold many bottles of your Spavin Cure and have never had a complaint from a customer."

And Mr. Wm. Booth, of Gravette, Ark., writes:

"Your book is worth \$5.00 if only used as an aid in locating lameness. Shoulder lameness is the most difficult for an inexperienced man to locate. It is easy, however, with the help of your book."

Kendall's Spavin Cure is sold at the uniform price of \$1.00 a bottle, or 6 bottles for \$5.00.

If you cannot get it or our free book at your local druggist, write us.

DR. B. J. KENDALL COMPANY
Enosburg Falls, Vermont, U. S. A.

KENDALL'S
IS HORSE
INSURANCE

"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.



Recognized as the STANDARD Axle Grease of the United States.

Many Thousand Tubs of this Grease are sold weekly to the Truckmen of New York City, their Trucks are loaded heavy and a saving of both time and money is made, one greasing lasting two weeks or longer. Ask your dealer for FRAZER'S with label on. It saves your horse labor and you too.

SOLD EVERYWHERE.

FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.



The Myers & Shinkle Co.

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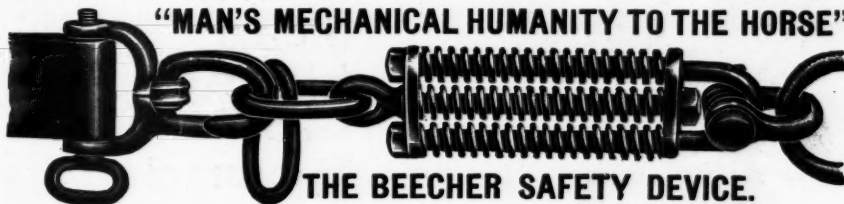
DRAY BOOKS
BINDERS
ALUMINUM ORDER
and
RECEIPT HOLDERS
BLANK BOOKS
INKS, PENCILS, PENS
Etc., Etc.

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Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"**THE BEECHER SAFETY DEVICE.**CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.

**The
COMMERCIAL VEHICLE**

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

**HIGHEST AWARD**

World's Fair, Chicago, Ills., 1893.

World's Fair, St. Louis, Mo., 1904.

EVERY TEAMSTER Should try this Polish. You will be surprised how quick it works. Once used always used. Sold by the leading harness houses the world over.

3 OZ. BOX, 10 CENTS. 5 LB. PAIL, \$1.00

Keep your harness

soft as a glove
tough as a wire
black as a coal

**EUREKA
HARNESS OIL**

goes right into the leather, making it water proof. Prevents destructive "drying out" and cracking. Keeps the leather soft and pliable, making it stronger, more durable, and of a richer black.

Eureka Harness Oil contains no acid, nor will it soil the hands or the horse.

No trouble to apply.

Order today—Sold by dealers everywhere.

THE ATLANTIC REFINING
COMPANY
(Incorporated)



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Make Your Horse Go Sound!

Your horse will never have just the proper foot protection until shod with Walpole Rubber Heels.

If you want that tenderness—that soreness—that lameness—to quickly disappear—tell your horse shoer to put on a pair of

Walpole

RUBBER HEELS FOR HORSES

It is true they cost a little more than Hoof Pads but they **Make Your Horse Go Sound**, and that is what you want, isn't it? See that spring steel plate across the hoof at the heel in the illustration at the top of this advertisement? That is what does the trick. It fits the frog just right so as to relieve all unnecessary pressure. Prevents both inflammation and contraction by giving the frog a natural support. The heel of the foot can expand with every step because it has a smooth surface to rest upon. Nothing to cause a pressure inward—no groove for the heel and wall to catch in and prevent spreading. Unlike all rubber pads there is nothing to work up against tender spots, bruises or corns. Always a firm, unchanging surface. See that your horse shoer puts on a pair of Walpole Heels the next time you have your horse shod. In the unlikely event of his not having them, he can quickly get them for you. It will pay you to insist upon them.

WALPOLE RUBBER CO., 185 Summer St., BOSTON

A Few Dollars Invested on Easy Terms in a

Twin Falls, Idaho, Orchard

will insure

An Income For Life

sufficient to keep a family in comfort. It will pay for a home that is not an expense, but

A Source of Revenue

Or, for an investment which will pay from 100 per cent. to 500 per cent. every year as long as you live, and longer, after it comes into bearing.

By writing us you can obtain full information and handsome illustrated booklet.

TWIN FALLS CO-OPERATIVE ORCHARD CO.

869 Stock Exchange Bldg., Chicago.

THE TEAM OWNERS REVIEW

A Monthly Journal published in the interest of the Team Owner of the United States and Canada

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE

Vol. X

PITTSBURGH, PA. SEPTEMBER, 1911

No. 8

PRESIDENT GOLDBERG OF THE NATIONAL TEAM OWNERS ASSOCIATION SENDS THROUGH THE REVIEW HIS FIRST OFFICIAL GREETING TO THE TEAM OWNERS OF THIS COUNTRY.

NEW YORK, August 15, 1911.

To Members of the National Team Owners Association:

Greetings.

At the convention held in Kansas City June 19-21, 1911, you honored and elected me to the Presidency of the National Team Owners Association, and I take this means and opportunity of expressing to you my sincere appreciation of the honor conferred. While I



PRESIDENT ISAAC GOLDBERG.

knew the great responsibility attached to holding that position, yet I was induced to accept the office because I know that the success of the Association does not depend entirely upon me, but upon the mutual assistance and co-operation of the officers and members. Therefore I appeal to you to consider the National Team Owners Association, through your "Locals" or as individuals, an important part of your business, and urge that you give it the attention that its importance demands, by answering promptly all communications, paying dues and assessments as they accrue, attend to your duties as committeemen, and perform such acts as may tend to increase the membership of this Association, so that it might increase its influence, and make it a protection to its members, as well as a representative body of the Teaming industry. I desire to call your attention that all

members are welcome to call on, or write to me for any assistance that he or they may think the Association or myself can render, and all I ask for in return is your co-operation in the Association work, and to the officers and Board of Directors I add a personal appeal for their support in the interest of our Association. The summer season is about closed and we are again in fine fettle for our battle for success, and if the officers receive the promised support from the "Locals" as well as the individuals, there is no reason that I can advance, why the year 1911-1912 should not be the most useful epoch in the history of this Association. Again thanking you for the honor conferred, and in all true sincerity, I appeal to you to get busy and help us to build up this great Association of industry, and place us upon that high pinnacle of fame, where we belong.

Yours sincerely,

ISAAC GOLDBERG, President.

HOW OFTEN SHALL HORSES BE FED?

Recently there has been quite an agitation in Seattle over the decision of a prominent transfer company to discontinue the noonday meal of their horses. This decision has brought forth a storm of protest from the drivers, which ended in a general strike of all the teamsters employed by the company.

The subject of how often and how much working horses should be fed is an old one, and one on which there is no end of opinions. Nearly all concerns using a large number of teams have their own system of feeding, with rarely any two alike. That many working horses are overfed most of us know, and that many are underfed none will doubt who will stand on the street corners for a short time and watch the passing teams. The system and the amount fed should, as a rule, be determined by the kind of work the horse is doing and the length of time he is allowed after eating to digest his food before resuming work. Horses working eight or ten hours a day are certainly entitled to a midday feed and should have it, providing it is not too heavy, and they have half an hour or more rest after eating. Horses should always be watered before feeding and never immediately after. It is more injurious to digestion and is often the cause of colic to allow a horse to drink heavily on a full stomach of grain.—"Horseshoers' Journal."

The method of stopping the noon-day meal with horses has been tried for quite a while by many of the Boston team owners, and THE TEAM OWNERS REVIEW has been informed by many of those who tried it, that the abolition of the noon-day meal has had a beneficial effect upon their horses. The animals have improved not only in their physical condition, but also in their working efficiency.

The noon-day meal is all right, if the animal is allowed sufficient rest after feeding. On the other hand, many horses are fed in the streets from unsanitary and un-ventilated feed bags, which are bound to impair the animal's

health and are largely responsible for colic and other diseases, because the horse is bound to swallow a lot of deleterious matter when feeding from the ordinary nose bag.

We would urge upon all team owners, who wish to keep their horses healthy and capable for work, never to allow them to be fed from a nose bag, because they are exceedingly inimical to the horse's health and well being.

As far as the question of when and how often a work horse should be fed that depends largely upon circumstances and conditions. It would seem to us that when a horse becomes accustomed to eating two good meals a day, one in the morning and another in the evening, is fed well and given ample time to digest its feed, its general health will be the better for it. Of course, there is this to be considered: Some horses require food oftener than others. Some horses do not eat so much at the time as others. All these matters require the study of the stable boss, and if he knows his business he will know how to decide these matters to get the best results.—(Ed. T. O. R.)

CAPEWELL BRANCH VISITED BY FIRE.

The Detroit branch of the Capewell Horse Nail Company received a visit from fire, smoke and water on July 23 that caused several thousand dollars of damage. The buildings surrounding the Jefferson avenue office and storehouse were all touched up by the same visitation. Manager A. G. Stephens lost no time in getting things in shape to enable the branch to keep on filling orders, which are abundant.

PARISIAN STYLE OF HARNESS.

Two ladies were recently driving through a hamlet in New York State with the breast collar of the harness across the horse's knees. A pedestrian remarked to a shop-keeper of the town about the strangeness of the thing. "That's not queer," said the shop-keeper, "that's the new hobble harness."

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY

THE HORSE A FACTOR IN THE DEVELOPMENT OF CIVILIZATION.

Walking in the dim light of these naked winter woods, one can never feel lonely or sad. Even though no living creature come to bear you company there are the flickering sun beams and the little wanton winds that play around your head and tangle your hair with almost human touch. There, too, is such a blissful sense of freedom from all the odd and irritating happenings of social life, and your own thoughts are company enough. The trees themselves have a different expression, and with their graceful drooping branches seem to whisper consolation meant for you alone. And, oh, the silence of the winter woods! It is something that may be felt, in which the weary soul bathes with ineffable rapture.

Suddenly, from out of the dark and over-arching avenue, there comes sweet music, like bells from Elfland faintly jangled. It fills the air and floats up from the winding road with a merry tinkle, tinkle, such silvery chiming and tumultuous confusion as would cheer the very saddest heart and brighten up the darkest winter scene. With a sweep and a clash the elfin music comes near and still nearer until above the tangled bushes we can see the nodding, bell-crowned heads of four old friends, the favorite draft horses of our neighbor and the finest creatures in all the country round. Grand fellows they are, handsome, powerful, well-behaved, stepping on the country road with firm and measured tread, and tossing their manes as if conscious of their own merits and proud of the well-filled wagon behind them.

Each fine fellow is as well groomed as any horse show pet. Each horse wears his mane in love-locks, combed over his big brown eyes, the hair on the massive neck being tied here and there with bows of bright red ribbon. Each tail is carefully braided for a few inches, then tied with another gay bow, beneath which the rest of the thick, shining hair comes sweeping down, bedecked with long, bright fringe that almost touches the ground. The great brown, shining bodies carry the finest harness and each horse has a leading rein trimmed

with brass bosses and fastened to the girth, while glints of polished brass about head stall and collar make a fine display in the clear afternoon light. But the pride of the whole neighborhood, "the very heart of the concern," as the poet says, the joy of all the girls and boys, is the little bell tower perched high above each graceful neck, a narrow canopy bedecked with scarlet fringe that hides a tiny peal of sweet-toned bells. Balls of the same gay scarlet wool sway and dangle from these quaint pagodas, and the horses themselves toss their heads and turn their proudly arching necks as if they realized full well their dignity and importance.

I wonder if we have ever appreciated these noble friends of the human race. I wonder if we understand the work of the horse, his share in the development of civilization. Can it be true that, after helping on the progress of the world from the very earliest time, this admirable creature has reached the limit of his tether? Can it be true that the pessimists are right when they tell us the horse must go? That with the dawn of this new century his long great reign comes to a close? In the great city near by the people are just now all agog over a great automobile show. The wide expanse of Madison Square Garden is filled to overflowing with a gorgeous spectacle, the like of which was never seen before. There are motor cars of every kind, propelled by every possible variety of power, of every shape and size and color, and, needless to add, of every reasonable or unreasonable cost. The daily papers are filled with descriptions of these cars and stories of their exhibitors, as well as pen-and-ink sketches of the noted visitors, the charming ladies, leaders of society, men and women of influence and people of importance, or no importance, who come to see and be seen, to admire and buy these wonders. Only a few years ago an automobile was an unheard-of thing. The spacious gardens were there, decorated by day, lighted by night; the same lively, talkative crowd wandered in and out, with just as much interest and enjoyment; the same gay music filled our ears; the same merry meet-

ings and dinner giving made up the social whirl, but, oh, the difference! Then, instead of these dead, senseless things of wood and steel and canvas, there were living, loving, happy creatures, and the noblest animals on earth were there to receive the admiration and attention of their human friends.

The horse show was the event of the entire year, and people came from every state to see the beautiful animals. But now the morning papers say "the horse is fast disappearing from our streets, and a better thing has come to take its place."

All the story of the race, the growth of nations, the romance of life, the noise of battle, the march of pioneers, the opening up of new lands, is in the story of the horse. More than any other animal has it helped, either directly or indirectly, to bring about real victories, to develop the courage of mankind, to mold the character of and add in various ways to the usefulness and happiness of life. It is a remarkable fact of all the animals known to have existed in the different countries and different ages, the horse stands alone as man's direct assistant or ally, and in addition, the horse is the one animal with a history traceable through all the centuries, owing to the unbroken line of references made to it in the "Great Story of the Human Race and Its Progress Toward Civilization." Mythology has its celebrated horses long before written history. The first and greatest of these is Pegasus, the winged horse of Apollo and the Muses, for centuries the type of the hard-driven poet's inspiration, and noble Xanthos, the best-loved steed of Achilles. Old Homer describes him as "human to all intents," and on the battlefield of Troy, "he looked about him sadly, and with great tear drops rolling down, told his master that he, too, would soon be dead," for such was "the inexorable decree of destiny." Silene, the moon goddess, rode in a gold chariot, drawn by fiery white horses, but Castor and Pollux, those fast young twins of antiquity, would have none but coursers of coal black, with mane and flowing tail that shone like jet.

In Norseland myths we read of wonderful winged horses, and the warlike Valkyrie, those

brave maidens that rode upon the winds and cheered the heroes upon the field of conflict. Part myth and part history is the story of Al Borak, the beautiful white mare that belonged to Mahomet, and could fly through the air as easily as run upon the earth, and the gallant Reksh, the favorite of Rustam, the Persian Hercules, who conquered the white dragon Asdrew, and the animal hero of Matthew Arnold's poem "Sohrab and Rustam."

Volumes might be filled with names of the horses of history and their owners. Bucephalus and Alexander, the white mare of Roland, King Richard and Roan Barbary, Chevalier Bayard and his brave Carman, who "would neigh joyfully when she heard her master's voice"; Great Warwick and Black Saladin; Queen Mary and her mare, Black Agnes; Wellington and his battle horse, Copenhagen; Napoleon and his snow-white Marengo—and many others of equal fame.

There are the horses of literature—the Canterbury Pilgrims and their comfortable mounts, Don Quixote and Rosenante, Tam O'Shanter and the mare Meg, the many fine horses of Shakespeare's plays, of Orlando Furioso, of the Indians in Hiawatha. The first book on sports, written by Dame Julyana Bernes in the fifteenth century, gives the "Fifteen Properties of the Perfect Horse." In Holy Writ the horse is always mentioned with respect, and as a creature apart from the common kind. The book of Job gives us the most poetical of all descriptions of the war horse that "sniffs the battle from afar" and shouts "Ha Ha!" when hearing the thunder of the captains and the shouting thereof; and among the pleasures of heaven we are told that there will be horses, both white and black. Art has immortalized this friend of mankind in picture and in statue, and given it the place of honor in every design.

How often have we heard the story of the horse in this new world, the modern Odyssey, with an animal for its hero. The pioneers who started from the East and South to occupy the land came in heavy wagons, drawn by the strong and patient creatures. Weeks were consumed in the tedious journey, riding by day, resting by night, but these brave soldiers

of fortune took no notice of time. Horses did all the hard work, and even when the journey ended there was little rest for the faithful beast. There was the ground to plow, to harrow, to plant. Later on there was grain to reap and thrash, and carry to market. All the time, and at every stage of the work the patient four-footed servant was busy, and without him our magnificent farms of to-day would be impossibilities. When thinking of those days, and, in fact, of the horse and his work throughout all history it is easy to understand the evolution of those old myths of the winged steed, of the centaur, who was half horse, half man; of the dragon, half horse, half bird, with its fiery breath as a prophecy of steam and electricity.

I wonder if we are grateful enough to our old friend. I wonder if we realize his coming doom. I wonder if it is true, as thinkers tell us, that the horse's influence upon the world's progress has actually come to a close. The discovery of the great magician steam was the first blow to the long reign of our old-time king, and the use of electricity, the sure coming of horseless cars and wagons and plows and harvesters, the swift approach of the airship, the flying machine and other wonders, make his doom a fact of history. What will happen in the future when the horse shall have become a thing of the past? What has Fate in store for us to comfort us for the loss of our dear old friend?

The Klingsnap Fastener of the National Safety Snap Company, Wilmington, Ohio, has won great popularity among the trade. It consists of a single piece of spring steel—no separate springs to weaken, freeze or clog—and is guaranteed not to break or rub loose and yet it can be snapped and unsnapped in an instant. It is made in eight different sizes and packed in a neat, attractive case with a hinged lid forming counter display.

Since July 1 the heat has killed 1,500 horses in New York City.

THE TEAM OWNER POET.

MAPLE GROVE FARM,
GRAYS LAKE, ILL., August 16, 1911.

TEAM OWNERS REVIEW, I now send to you
A check here enclosed the same to renew
My year's subscription for TEAM OWNERS REVIEW.

Since my return from our convention out west
The time had there was one of the best—
I have been living out here on Maple Grove farm

Where Nature presents to me many a charm.
I enjoy so much this quiet life,
Away from city cares and strife;
No more to hear the street car gong
Or to be jostled midst a State street throng.
Here lakes are set in woodlands green,
The sunsets are a lovely scene,
Here dew drops sparkle on the corn
When kissed by sunrays in the morn.
The Maple lifts her branches high
Toward the beautiful star-decked sky;
Here the froggies croak at night
When the moon is shining bright.
I go to Chicago once in a while
To grasp the hand and exchange a smile
With many team owners there I meet
As I stroll along South Water street.
I was up to Milwaukee this week, by the way,
And found the team owners all happy and gay,
And with Brother McCarthy I had a good time
As we rode behind his bay trotter so fine;
I met the rest, you know them so well
I need not here their names to you tell.
Now I must close this letter of mine—
A mixture of prose, bad measure and rhyme;
Convey through your columns my kindest regard

To every team owner, from Brother A. Chard.

Jack's Uncle (coming up on piazza)—
"What do you suppose! Jack has just rescued that young widow, Mrs. Wiles, from the surf." His Aunt—"There! I expected something of the sort. Now we'll have to rescue Jack."

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

PRACTICAL BUSINESS POINTERS.

Take the advice of a banker and don't be in too big a hurry to destroy that promissory note you've just paid off, or that mortgage which you've just lifted, or any other piece of paper involved in any commercial or financial deal affecting you.

That old point of view of the individual years ago regarding commercial paper in general has undergone a change. Once upon a time the moment that Jones satisfied his note, principal and interest, and got the paper into his hand, either he destroyed it wholly or at least tore his signature from the bottom of it. He wouldn't risk carrying it in his pocket or tucking it away somewhere in the drawer of his desk.

"Hold on to canceled paper for awhile" is the judgment of the modern banker. "Keep it six months at least or a year, or even more, as circumstances may seem to warrant."

It is the almost superstitious fear which the average man has of a promissory note bearing his signature which prompted the old impulse to destroy this evidence of indebtedness the moment it came into his possession after payment. In fact, where notes are made between individuals and the debt canceled, often the mere handing over of the paper to the maker of the note is considered a sufficient receipt in full. The holder of the note figures that the maker will destroy it at once and so considers cancellation needless.

In every case of taking up a note, however, the maker of it should exact of the holder that he cancel the note with the date and the signature of the holder across the face of the paper. Most promissory notes are negotiable, and the maker may make final payment to some other person than the man to whose order the note was drawn. But in each transfer of the paper the indorsement of the holder will be exacted, so that in the payment of the note at maturity the name of the last holder should be signed in cancellation.

In marking such a note paid the holder should write across the face of the note, "Paid, July, — 19—. John H. Jones"; after which, drawing the pen through the name signed at the bottom of the paper constitutes a thor-

ough acquittal of the maker of the note from any possible after claim because of the promise to pay.

Holding such a canceled note, the maker runs no possible chance because of the fact. He might lose it anywhere and the person picking it up would be powerless to restore semblance of value to it. But holding the paper, there are innumerable circumstances in which the paper, as the record of an acquitted claim, could be valuable. In an extreme case, as suggested by my banker friend, it might be invaluable in establishing an alibi, but in numberless ways of business it can be serviceable.

Keeping receipts for money paid is generally accepted as the part of wisdom, and practically a canceled note is receipt for payment of its face and accumulated interest. But in the matter of receipts in general it is doubtful if the average person pays strict enough attention to preserving them. Granting that the person or firm giving receipt for money paid is honest enough, mistakes always are possible. Again, the collector or the cashier acting for the business may prove dishonest, destroy office evidences of payment, and pocket the money. Without the receipt, what can the payer do if he doesn't have this receipt of the accredited agent for the concern.

In the case of the person who has given a mortgage on his property and makes a series of interest notes numbered serially, especially these notes should be filed away in safety. On the average five-year mortgage a series of ten interest notes are the rule, payable semi-annually. To have nine of these canceled notes in his deposit box when payment of the tenth is due at the least will be an assurance to the mortgagee. He'll feel better for it.

Keep the canceled records of your business dealings. They may save you money and limitless work and worry.—*Express Gazette*.

"Does your son indulge much in piscatorial exercises?" "No; he don't care for nothin' but to go a fishing'."

• • •

"My husband speaks three languages fluently." "English, French and German?" "No. Baseball, golf, and aviation."

A WONDERFUL HORSE.

W. F. Young of Springfield, Mass., sends THE TEAM OWNERS REVIEW an account of a horse which he owns, that according to all reports is perhaps the most wonderful equine in the country. Says Mr. Young:

"Now with regard to this horse, 'The Jew,' he was raised in old Kentucky, sired by 'Monte Cristo,' trained and exhibited by Mat Cohn, Jacksonville. He has won in High School class in three exhibitions in Kentucky, Lawrenceburg, Sheldonville and Louisville. He was the best horse among a bunch of 40 that I saw shown at Wabash, Ind., at the time I bought him in 1906. From the above you will see that I have owned him some little time.

"This fellow stands full 16 hands high, weighs a little over 1100 pounds. I think he can do more useful things, including more tricks and gaits under saddle, than any horse that I have ever been acquainted with. To start with, my family use him to the family carriage, either single or double with his mate. He is a straight-away, beautiful driver, animated, good life. He goes to the freight house either single or double and when I want to ship a carload of Absorbine, 'The Jew' and his mate, 'McKinley,' are hooked to the truck with heavy harness and do the trick as well as any team of horses, standing with the weight around about town.

"Under saddle, 'The Jew' will take any gait at signal, doing it promptly without protest. Likes to carry you in saddle apparently as well as a boy likes to play baseball. Mrs. Young and I both ride horseback and when the saddles are on, we lead 'The Jew' out to the lawn and he kneels at signal for us to get on. Would do it just as well for Mrs. Young as for myself. At signal he will kneel down for the rider to dismount, and do it anywhere, out on the country road or at the accustomed place on the lawn after returning from a ride. You will agree with me that this is a pleasant feature.

"Regarding his gaits, he will start away at signal with the step and pace or fox trot, the running walk, the straight walk, the Spanish march. When out on the road and you want to road away, the choice of gaits simply lies with the rider, whether he will call for the canter, the bold trot, the stepping away at speed on the single foot, or run a mile like a thoroughbred. Should you meet a friend on the road and feel like treating him to a bottle of wine, 'The Jew' will do the cork-screw act for you, make a bow to the lady by dropping one one knee, side pace either to the right or to the left, kneel on both knees with his nose in the dirt saying his prayers, do the pedestal mount.

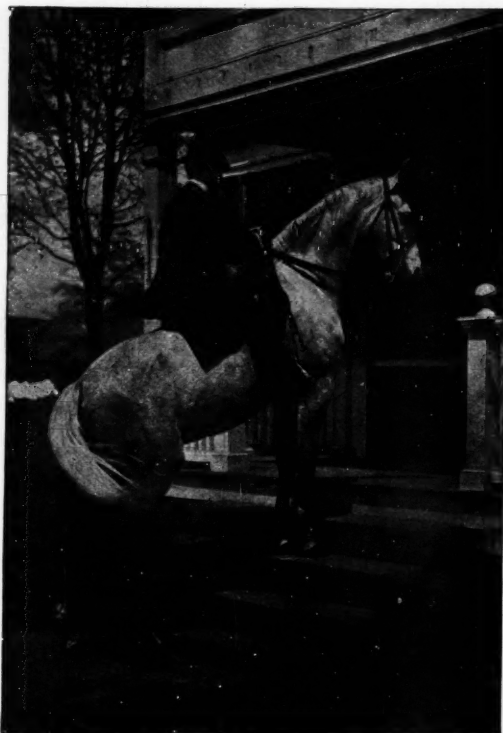
"The picture shows him starting up the steps of my residence. I had just said to the photographer that this fellow would do the pedestal mount and in looking about for a place for him to mount his forward feet, the steps caught my eye. I pointed him, and he started right along up. He would have gone right up into the house if I had not stopped him.

"He will sit up like a dog, lie down, and if you are feeling a little hilarious yourself and the hurdy-gurdy or street bands start to play, Mr. Horse will throw his ears and get a little chesty and, at signal, will do the two-step, 'Hootche Kootche,' the high trot, the Spanish walk, go the high march, backwards, will apparently stay in his tracks and imitate a rocking horse, guides promptly and quickly by the neck or by swinging in the saddle.

"If you can think of any more things this horse ought to do, you write me about it and I will go down to the stable and talk to him, and see if he cannot do them. And say, this is a cheerful fellow—always good tempered. I used to think there was one thing I wished I could change, and that was his color. I would change him from a steel gray to a chestnut horse, but I have gotten all over that now. I would not change him for anything. Why I never wore such clean clothes or had the carriage linings kept in such good condi-

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tion as I have since having this white horse. You must brush off the white horse hairs once in a while with the above result. 'The Jew' was foaled in 1890, now about 21 years old.



"His mate, 'McKinley,' is a very dark brown horse, weighs a few pounds more. Was raised by Ball Brothers of Versailles, Ky. Sired by 'Stranger Boy,' he by 'Mossrose,' dam by 'Cromwell.' This fellow has won in High School at Kansas City, St. Louis, Springfield, Ohio, also in harness. So I have quite a classy pair all right, as well as a pair of rare saddlers. If you will run up to Springfield some time, or any time, I would be pleased to give you a ride behind a *good* pair of horses, and then turn around and let you ride a *good* saddle horse.

"Wishing you a prosperous year, I remain,

"Respectfully yours,

"W. F. YOUNG, P. D. F."

HORSES IN SWITZERLAND.

People traveling on the Continent have often been troubled to see the unkind way in which animals are treated, more especially in Paris, Italy and Spain.

In Switzerland there has for some time existed a strong animals' protection society, which has now organized classes for cab drivers, coachmen and all who have charge of horses. These classes are very largely attended by the cab drivers and others who intend to take up a line of life in which they will have much to do with horses. Examinations are held periodically, the examiners being veterinary surgeons, police inspectors and cab proprietors, the pupils being examined in what they had learned during the course of lessons—that is, how to drive; the best kind of harness, and the proper way of harnessing; how to look after and feed horses, and what horses can be expected to do, and what not. "Students" who wish to join these classes, but cannot afford to do so, are given assistance from a special fund for the purpose.

DRIVER HURT.

John Weidmann, employed as driver for the Hammersmith Transfer Company of New Albany, Ind., is confined to his home, 234 Vincennes street, from injuries sustained a few weeks ago in a collision between his wagon and one of the Daisy bridge cars at Vincennes and Dewey streets.

He was returning from Louisville and started to drive down the steep embankment at Dewey street and was unable to see the rapidly approaching car until it struck the wagon which was jammed between the car and flagman's shanty at the crossing. He was taken to his home where he was attended by Dr. D. F. Davis, who found he had sustained a severely wrenched back and bruised leg and shoulder.

The wagon was broken but the horses were not badly hurt. Traffic was delayed for a short time until the wagon could be extricated.

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NEBRASKA'S DOMESTIC ANIMALS.**Increase In Value Since Last Census Nearly
\$75,000,000.**

Statistics relative to the domestic animals on farms and ranges for the State of Nebraska are contained in an official statement issued by Census Director Durand.

The total value of the domestic animals was reported as \$217,711,000 in 1910, as against \$142,770,000 in 1900, the increase amounting to \$74,941,000, or 52.5 per cent.

Horses and colts had a greater value than any other class of domestic animals in 1910, whereas cattle had the greater value in 1900. Cattle were two and one-fourth times as valuable as horses in 1900, while in 1910 the value of horses was 0.6 per cent. greater than that of cattle. The total value of horses and colts in 1910 was \$102,707,000 while in 1900 it was \$36,663,000, an increase of 180.1 per cent. The total value of cattle in 1910 was \$73,049,000, as compared with \$82,469,000 in 1900, a decrease of 11.4 per cent. Next in order in 1910 were swine with a total value of \$29,642,000, as compared with \$18,661,000 in 1900; an increase amounting to 58.8 per cent. The total value of mules and mule colts in 1910 was \$10,367,000, while in 1900 it was \$3,171,000; an increase of 226.9 per cent. Sheep and lambs in 1910 were valued at \$1,487,000, as compared with \$1,678,000 in 1900; a decrease of 11.4 per cent.

Horses and mules in 1910 constituted 50.9 per cent. of the value of all live stock; cattle 32.9 per cent.; swine, 13.3 per cent.; poultry, 19 per cent.; sheep and lambs, 0.7 per cent.; asses and burros, 0.2 per cent.; bees, 0.1 per cent.; and goats and kids, less than one-tenth of 1 per cent.

The total number of farms in the State in 1910 was 129,419. Of these, 97.8 per cent., or 126,540, reported domestic animals; 95.6 per cent. or 123,717, reported horses and colts; 90.7 per cent., or 117,402, reported cattle; 79.4 per cent., or 102,786, reported swine; 22 per cent., or 28,422, reported mules or mule colts; and 2.4 per cent., or 3,043, reported sheep or lambs.

The total number of cattle reported in 1910 was 2,931,255. Of these, 613,707 were dairy cows, the total value of which was \$20,022,000, and the average value \$32.62. The number of farms reporting dairy cows was 114,437, or 88.4 per cent. of the total number of farms in the State. On the other hand, cows not kept for dairy purposes numbered 704,869, and their average value was \$26.35. These cows were reported by 57,073 farms, or 44.1 per cent. of the total number of farms in the State. The average number of dairy cows per farm reporting was over 5, while the average number of cows not kept for milk per farm reporting that class, was over 12. Yearling heifers—that is, heifers born during the year 1909—numbered 363,514; average value, \$15.22. Mature steers and bulls, born before 1909, were 526,118 in number, average value, \$37.71. Yearling steers and bulls, born in 1909, numbered 354,101; average value, \$18.39. The total number of Spring calves born in 1910 was 364,817, and the average value, \$6.68.

BIG MERGER PLANNED.

Plans for the consolidation of some of the largest shipping corporations on the Canadian side of the Great Lakes, which have been in progress for nearly a year, have been completed, it was announced in Duluth, Minn., the other day. Working arrangements have also been entered into between the merger and the Manchester Liners, limited, of which Lord Christopher Furness is chairman.

The Canadian companies concerned are among the largest of the navigation companies on the Great Lakes, and include the Northern Navigation Company, the Richelieu and Ontario, the International and Transportation Company, the Niagara Navigation Company, the Hamilton Steamboat and the People's Mutual of Toronto. These companies represent a capital of \$20,000,000. The merger will have a fleet of about fifty steamers plying on Lakes Erie, Superior, Michigan, Ontario and Huron, with Montreal as the point of trans-shipment to ocean slips.

THE TEAM OWNERS REVIEW.

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Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. X. September, 1911. No. 9.

Now that summer and vacation time are about over let us all get back to work with renewed vigor, vim and energy. And by the way, if you have forgotten that your subscription to THE REVIEW has expired, send in your renewal now.

The Connecticut farmer who remembered the horse in his will to the extent of \$75,000, disposed of his money in a much better way than many another man whose riches fell into the hands of some improvident "Jackanapes" to make "ducks and drakes" of.

The National Team Owners' Association.

Officers:

I. Goldberg, New York City President
W. H. Fay, Cleveland, Ohio 1st Vice President
Chas. F. McDermott, Phila., Pa., 2nd Vice President
W. J. McDevitt, Cincinnati, Ohio Treasurer
Frank F. Tirre, St. Louis, Mo. Secretary

American Transfermen's Association.

Officers:

J. C. Howell, Chattanooga, Tenn. President
J. M. Dunn, Richmond, Va. 1st Vice President
W. J. Daunt, Bay City, Mich. 2nd Vice President
Jesse O. Wells, Des Moines, Ia. 3rd Vice President
W. A. Brown, St. Joseph, Mo. Sec'y & Treas.

We trust that every team owner, who is a member of a team owners association, will not only read but also heed what President Goldberg says in this issue of THE REVIEW.

Any trouble between the truck driver and the motorman can be adjusted quickly and satisfactorily, if the matter is taken in hand in the right way.

If the horse could talk it is safe to assume that he is also glad the hot weather is about over for this year.

We do not know whether the Chicago clergyman is correct in his surmise that horses have souls, but we are sure of this, they have "feelings," and every driver should not forget it.

In spite of the development of the motor truck, horses are not getting any cheaper.

"How often shall horses be fed?" is not always the most important question, but when you do feed them, give them the best you can get and plenty of it.

The horse owned by Mr. Young of Springfield, Mass., is certainly a wonderful animal, but why do you call it "The Jew," Mr. Young?

The New York Woman's League for Animals has secured the "Mountain Rest Farm" for the purpose of taking care of old horses, which are no longer able to work.

HOW HORSES HAVE GONE UP.

In the 10 years before the census taken a year ago last spring, the value of the domestic animals in South Dakota increased more than \$60,000,000 in value, which was almost 94 per cent. Yet in that decade the cattle in the state actually fell off about \$1,660,000, or over 4 per cent. Swine made a big gain and so did poultry, especially in the rate per cent. of increase, but the bulk of the added value of domestic animals was in horses. There the increase was more than \$53,000,000, or 265 per cent.

That enormous increase came in the 10 years when the automobile was making great conquests and it happened in a state which is especially adapted to the use of motor vehicles and motors for farm work. Such facts are a sufficient answer to those who predict the speedy banishment of the horse, except as a plaything or pet of persons fond of animals. Instead of passing into the background of American life as a factor in industry and traffic, the horse is doing more to make and distribute the wealth of the country than he ever did before.

BOSTON NEWS.

The Team Owners Association has been on their vacation and there has been very little to say.

Our secretary, Mr. Stebbins, is sojourning in Europe and will be back on the 25th of September. The first meeting of the Team Owners of Boston will be held on the 5th of September.

A directors' meeting will be held at Houghs Neck at the cottage of W. D. Quimby. They will take the steamer and view the launching of the thirteen million, five hundred thousand dollar battleship for the Argentine Republic that is being built at the Fore River dock.

Business quiet. Oats and hay are very high and scarce.

W. D. QUIMBY.

BLOW AT EXPRESS COMPANIES.

A bill intended to put the express companies out of business, by forbidding railroads to lease the privilege of carrying parcels, packages or merchandise and making it their duty to do this class of hauling has been introduced in the House by Representative Campbell of Kansas.

"From and after January 1, 1913," says the Campbell bill, "it shall be the duty of all railroads engaged in business as common carriers, interstate and foreign commerce, to furnish cars and other facilities for carrying and transporting parcels and packages on passenger, mail or express trains, without the medium or intervention of the so-called express companies."

The bill has been referred to the Committee on Interstate and Foreign Commerce, of which Representative Adamson of Georgia is chairman.

CHANGE OF LOCATION.

The Sycamore Wagon Works, one of the oldest concerns in the country manufacturing piano movers, hoists and covers, have moved into their new plant at De Kalb, Ill. Mr. S. M. Hunt while notifying THE REVIEW to this effect says:

"This change gives us a thoroughly modern plant with the latest equipment throughout and more than double the floor space that we have had heretofore.

"It has been impossible for us to properly serve the trade at our Sycamore factory for some time past, but the increased facilities which we now have will enable us to handle our growing business to the best possible advantage."

"Dearest, I give you the key to my heart. You will find it swept and garnished and made sweet for your sweet presence!" "The key to your heart? Thanks. And now the combination to your safe, please."

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HORSE RACING.

Horse racing is one of the oldest of the popular forms of recreation and skill. The earliest recorded organized trials of speed with horses were the chariot races at the Greek National festivals, of which the most notable were the Olympic games held every fourth year.

The amusement of horse racing was practiced in England in very early times; indeed there is some reason to believe that it was among the pastimes of the Anglo-Saxons, as Hugh Capet sent several running horses as a present to Edelswitha, the sister of Athelstan. Fitzstephen mentions horse racing as a favorite diversion with the citizens of London; and as proof that in the middle ages there were certain seasons of the year when the nobility indulged themselves in this sport, we are told, in the metrical romance of "Sir Bevis of Southampton," that at Whitsuntide the Knights

"A course let they make on a daye,
Steedes and palfraye for to essaye,
Which horse that best may ren."

In the reign of Elizabeth race horses were prized on account of their breed, and the sport was carried to such an excess as to ravage the fortunes of many of the nobility. Private matches in which the gentlemen were their own jockeys were then very common. In the reign of James I. public races were established in many parts of the kingdom, and it appears that the discipline and modes of preparing the horses upon such occasions were much the same as practiced in the present day.

In the latter part of the reign of Charles I. races were held at Hyde Park and at Newmarket. After the restoration horse racing was revived and much encouraged by Charles II., who frequently honored the pastime with his presence, and when he resided at Windsor appointed races at Datchet Mead for his own amusement. Newmarket, however, soon became the principal place where the king entered horses and ran them in his own name,

and established a house for his better accommodation.

In the horse races in Italy formerly the horses ran without riders, and to urge them on little balls with sharp points in them were hung to their sides, which, when the horse is employed in the race, act like spurs. They had also pieces of tinfoil fastened on their hind parts, which, as the animals run, make a loud rustling noise, and frighten them forward. A gun was fired when they first started, that preparations might be made to receive them at the other end; when they had run half way, another gun was fired, and a third when they arrived at the goal.

To ascertain, without dispute, which horse won the race, a thread was stretched across the winning post, dipped in red lead, which, the victor breaking it, leaves a red mark on his chest, and this mark is decisive. To guard the course, a great number of soldiers under arms are ranged on each side from one end of it to the other.

In Persia, horse racing has always been deemed an amusement worthy of the particular patronage of the king; and there are annual races, not only in the capital, but in all the principal cities of the kingdom. The distance they have to run is according to the age of the horses; but it is seldom less than seven miles, or more than 21. The object of these races is not so much to try the speed, as the strength of the horses, and to discover those that can be depended on for long and rapid marches. The horses are always ridden by boys between the ages of 12 and 14. Mares never run at the races in Persia, nor are they used in that country for military purposes.

In America the first and natural home of the thoroughbred was in the South, where the early settlers were of the class which in England made the breeding and care of high-mettle horses one of their delights. Breeding establishments known all over the world are scattered throughout Kentucky and Tennessee and there are many enthusiastic owners of

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thoroughbreds. Even in the North flat racing flourished as early as 1812.

The Civil War was a temporary check to thoroughbred racing, and although scarcely a city of any size was without a course, it was not until the American Jockey Club was formed with the late August Belmont as chairman and Jerome Park (in 1866) was made the Mecca of the sport by Leonard W. Jerome that racing in the modern sense became a widely spread pastime. Saratoga has long had an annual meet of importance, and the Washington Park Club of Chicago and the Kentucky Racing Association have an antiquity greater than any of the Eastern associations.

One fundamental difference between American and English thoroughbred race courses is that the former are bare earth floors, and the latter are covered with a close fitting carpet of grass. The advent of American jockeys in England in the years 1900-01 worked a complete revolution in the style of riding in a flat race, and their fame has extended to every part of Europe where thoroughbred racing exists.

THE MAN AND HIS HORSE.

Not all men, in making their last will and testament, have the sagacity displayed by a wealthy Connecticut farmer who has just died, leaving a fortune valued at \$75,000 to the Humane Society of that state, with the specific request that it should be used for the care and comfort of horses.

In order that no question might be raised as to his sanity in making such a bequest, the farmer was examined by two physicians at his home on the day upon which the will was drawn up. It would appear that the testator had no near relatives, and that he was especially fond of horses and dogs. A crop of cousins, however, has sprung up, and they have announced their intention of contesting the will.

To the layman, concerned only with abstract justice, it would seem that any question as to the testator's intentions or as to his mental soundness had been conclusively settled. But abstract justice and legal justice are as far re-

moved from each other as the poles. It will be interesting to follow this case, which challenges attention because the beneficiaries involved are animals.

To the majority of persons, any money bequest, devised to benefit animals, is considered a mark of flagrant eccentricity or mawkish sentimentality. To the poor, small souls who have never known the companionship of a fine horse or a faithful dog, or the confidence of the maligned cat, it is conceivable that such a bequest is proof positive of mental aberration at least.

To those who have been fortunate enough to win the trust of animals it will seem generous and sensible. Even in this period, so apparently devoid of sentiment, there are yet folk who are gratified by the mute but eloquent testimony of an animal's preference, conscious that to creatures is given the power to know instinctively those who understand them.

Brooklynites will recall the request of an army officer in this city, who at his death requested that the gallant horse which had served with him in the Spanish War should be shot rather than fall into the hands of an ignorant and vicious peddler.

There are not lacking those who envy the Indian his belief in a happy hunting ground, where he will meet his favorite horse and hound. Many agree with Ouida, who said that the more she knew men the better she liked dogs.

All lovers of animals will hope that the farmer's will may be probated as it stands.—*Brooklyn Times.*

WHAT THE HORSE SAYS.

Never stand me in a draft.

Never give me drink while eating.

Never put a frosty bit in my mouth.

Never forget to examine my feet after driving or work.

Never allow me to rush down hill, for your safety.

Never whip me if I am frightened; only talk to me, and you will give me courage to overcome my fright.

Never give me cold water to drink while I am hot.

DRIVERS AND MOTOR MEN.

The Car Companies and The Team Owners Are The Proper Parties To Settle Their Differences.

Ever since rapid transit has become the popular method of street transportation for passengers we have heard now and again from almost every part of the country of trouble between the street car motor men and vehicle drivers. This trouble was occasioned because the motor man complained that the wagon driver was needlessly, maliciously and arbitrarily blocking the street traffic by refusing to get off the track and give the street car the right of way.

On the other hand, the drivers complained that these motor men were entirely too exacting in their manner, that they had no right to force the driver out of the way, etc., etc.

In many cases this has led to serious trouble, with the result that city ordinances have been passed in some cities, which make it a misdemeanor for the wagon driver if he does not immediately get off the track when the motor man rings his bell.

In most cases these ordinances are unconstitutional and if they were contested in the courts the team driver would get the best of it.

The relative positions of the team owner who owns the wagons, and the street railway company, owning the street cars, are these: Both have undoubted rights on the streets, both are tax payers, but neither has a right to interfere with the public at large.

Now there is a way of adjusting these differences between the driver and the motor man; but cursing and fighting, which seem to have been the methods used heretofore, are not the proper means. And arbitrary city ordinances, which give rights only to the street car motor-man and none to the vehicle driver are not the right remedy either.

These facts have apparently at last dawned upon the contending parties and THE TEAM OWNERS REVIEW is glad to learn that in many municipalities steps have already been taken which no doubt will result in an amicable and equitable settlement of the trouble.

We hear that the street car companies of Tacoma, Wash., and Seattle, Wash., in looking about for a method of stopping the constant interference from the drivers with the street cars called a meeting of the team owners and asked them to co-operate with them in the premises.

Now, that to our mind is the only proper way to adjust the case. Team owners are not arbitrary. They do not look for the best of it. What they want is a square deal, and as tax payers, business men and citizens they have a right to this. They pay for the privilege of using the streets in their business, and they are merely insisting upon their due, if they make others respect it. But when the street car companies come to them in a friendly, fair spirit, they will be glad to co-operate with them in a manner that will allow the operation of street cars and of vehicles without any interference of one with the other.

We hear that the Chicago Railways Company is anxious to secure the co-operation of the team owners to facilitate the running of their cars, and we have no doubt that the team owners will be ready to meet the street car company half way, provided the matter is approached in a sense of fairness and with a view of considering the rights and privileges of both.

MANITOBA OATS CROP DAMAGED.

O. K. Lyle sends the following from Portage La Prairie, Man.: "Oats suffered most in storm; too green and heavy to rise; loss great. Wheat stood up better; damage light; danger now cooler weather, which will delay ripening of grain, and frost catch considerable."

From Yorkton, Sask., Mr. Lyle telegraphs: "Heavy rains damage, delay, grain green; unsettled situation created apprehension."

"Why is the path of righteousness always mentioned as a straight and narrow way?" "For the reason that crooked people have so much difficulty in walking it."

ADVISES PROMPT ATTENTION.

Every horse owner takes a natural pride in keeping his horses in prime condition. They should be properly fed, well kept and carefully worked. Under such conditions, a sound horse looks fine and feels well, is always ready for service and brings the top price when sold. It is an easy matter to keep a sound horse in good condition.

But a slight wrench, a sprain, a cut or some unknown cause may result in lameness. Spavins, ringbones, curbs and splints are ailments common to horses. None of them serious if taken in time and prompt and proper treatment given. If neglected or given the wrong treatment, the result is uncertain service and a decreased cash value. It is under these unfavorable conditions that a better knowledge of the horse, his diseases and ordinary ailments and the remedies to be applied are of vital importance.

Prompt action is always necessary—even to the calling of a veterinary if conditions demand it. But every horse owner can be to a certain extent, his own veterinary, at least in ordinary cases.

We want to call to the attention of our readers, a little book—"A Treatise on the Horse and His Diseases." Every reader of our paper can own it free of charge and it is a good reference book to consult when most needed. It is published by the Dr. B. J. Kendall Co., Enosburg Falls, Vermont.

William Bradley, a subway contractor of New York, has placed an order with St. Louis horse dealers for five hundred fancy draughts of the highest weight and quality to work on the big ditch. The horses are to weigh in the neighborhood of 2,000 pounds, and the contract price was \$450.00 a head, making an outlay of \$225,000 for the lot. It is considered one of the highest single orders for horses ever given, and notwithstanding the resources and facilities of the big company that has undertaken to supply these horses, it is fully realized that they will be hard pressed to fill the order in specified time.—*Harness Herald*.

MODES OF TRAVEL.

Muddy and wet,
Somewhat profane;
Seeks to forget
The hay and the grain
That he must buy,
Facing the loss
Still piling high—
Driving a hoss.

Dusty and glum,
Flat on his back;
Smashing a thumb;
Wailing the lack
Of gas or of oil;
Broke on the wheel
With worry and toil—
Automobile.

Nervous and slight,
Brave and alert;
Bandaged up tight,
Shaken and hurt;
Hearing the cheers
From the crowd at the scene.
Triumphs and tears—
Flying machine.

—Exchange.

FOR THE HORSE BREEDER.

Any man who will strike a horse in the head should never be allowed to touch one again.

It is just as necessary to fit a collar to a horse as it is to fit a shoe to the foot.

It is bad practice to allow horses to eat hay from an overhead rack as dirt is likely to fall into their eyes and cause distress and sometimes permanent injury.

If you observe closely you will notice that a young colt, when in the pasture with its dam, spends much of its time stretched out on the ground. Like a baby it requires a great deal of sleep.

"That Jones boy who used to work for you wants to hire out to me. Is he steady?"
"Steady? If he was any steadier he'd be motionless."

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THE GOLDEN RULE IN BUSINESS.

The following remarks made recently in Brussels by Chairman Gary of the United States Steel Corporation before the leading steel manufacturers of the world, should be of great interest to team owners, because in a large sense they are quite applicable to them:

"There should be established and continuously maintained a business friendship which compels one to feel the same concern for his neighbor that he has for himself. It is no less in principle than the Golden Rule applied to business. Is it possible? If it is it will be certain to pay. True it is that sometimes, and too often, deceit is practiced and that advantage has been taken by those who have been given confidence by others, but this fact should dishearten no one.

"For example, take any two men in this room engaged in competitive business, but who are sufficiently acquainted to have the entire confidence of each other. Is there any doubt that in the daily conduct of their affairs neither would be disposed to do anything unneighborly or unreasonable toward the other? Or that the acquaintance would bring to both better results than could be realized if they were unfriendly or engaged in bitter and destructive competition.

"If they are in frequent discussion on questions in which they are interested, freely interchanging opinions and frankly disclosing conditions concerning their business, will not individual conclusions reached by each naturally be of a higher order and more satisfactory in every particular?

"Argument, if sound, applies with greater force whenever a large number of persons are in the habit of meeting one another with the same spirit of friendship which exists with reference to a smaller number."

Friend—"Of course, there are all sorts of cooks—good, bad and indifferent." Mrs. Holmes—"Well, I've found them good and bad—but all indifferent."

A HARNESS DRESSING.

The *Horse World* says that a very satisfactory and durable home-made harness dressing can be made as follows: Take one pound of beeswax, two pounds of powdered ivory black, one-half ounce of powdered indigo blue and two quarts of turpentine. Melt the wax, stir in the blue, add the turpentine and ivory black. Continue heating and stirring until the mixture comes to a boil and then remove from the stove. It should make a thick, black paste when cool. If too thin, heat again and boil for a few minutes. Before applying this dressing, the harness should be first cleaned, if necessary using soap and water. After the harness is dry, rub on the dressing and when that is nearly dry polish first with a blacking brush and finally with a flannel cloth. The result is a durable, firm polish that will withstand considerable wetting. After getting dingy and dusty, its lustre can be renewed by wiping thoroughly with a cloth.

HOT WEATHER RULES FOR HORSES.

1. Sponge or shower the horse's head, neck, legs and shoulders, and give him a small drink, as often as possible. Do not turn the hose on his loins or spine.
 2. Do not use a horse hat unless it is a canopy top hat. The ordinary bell-shaped hat does more harm than good.
 3. A sponge on top of the head, or even a cloth, is good if kept wet. If dry it is worse than nothing.
 4. If the horse is overcome by heat, remove harness and bridle, sponge him all over, shower his legs, and give him four ounces of aromatic spirits of ammonia in a pint of water or give him a pint of coffee, warm. If necessary, put chopped ice, wrapped in a cloth, on his head.
 5. If the horse is off his feed, try him with two quarts of oats mixed with bran and a little water, and add a little salt or sugar.
 6. Watch your horse. If he breathes short and quick he is in danger.
- Send these rules to all drivers and hang up in stables.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

DOMESTICATED ELEPHANTS.

Roughly estimated, the number of domesticated elephants in Siam is about 3,000. The supply has been decreasing yearly and prices have advanced until now a full-grown male timber elephant is worth about \$2,300 and a female \$1,600.

Travel in Northern Siam, especially during the rainy season, would be impossible without the elephant, and he is used to great advantage in the teak-wood industry. An elephant is full grown at 25 years, but not in full vigor until 35. The length of life is 80 to 150 years, and the average weight is about three tons. In Siam the elephant carries only 250 to 550 pounds, according to the size of the animal.

No estimate can be made of the number of wild elephants in the jungles of Siam, but in one of the elephant "drives" in the Ayuthia district recently more than 200 were seen at one time. These drives are held yearly in the various districts of Siam, during which great numbers of the animals are driven into a stockade. The finest specimens are then captured and later tamed and trained for domestic use. The district of Ayuthia is famous for its drives, and the king usually attends when large events are arranged for. Permission to capture wild elephants may be obtained from the Siamese government, and for each animal caught a royalty of \$150 is paid, but such capture is exceedingly difficult and expensive and the animal often dies before it is properly trained.

The export of ivory for the fiscal year ended March 31, 1910, amounted to 4,301 pounds, valued at \$8,489, and that is a fair average of the export for the past five years. Such ivory is obtained from domestic animals that have died a natural death, as the animal is not hunted in Siam for its ivory. Ivory is also carved locally.

A PROOF OF PROSPERITY.

The Rowe Calk Company, of Hartford, Conn., has recently been organized with an increased capital amounting to \$425,000. Mr. Warren D. Chase is the president of the company, and the treasurer is Mr. John D. Hart,

both well known figures in the horseshoeing industry. For a company that first saw the light of day less than five years ago, the recent move of the directors, increasing the capital to the amount stated, speaks volumes complimentary to this organization and its promoters.

Among the officers and stock holders are some of the best known citizens of Connecticut, a number of bank and insurance company presidents being among those holding an office in the Rowe Company.

Apropos of the future, the announcement brings out the feelings of the officiate thus wise: "For the first time in the history of the country of the screw calk business, a calk has been good enough to be really guaranteed under all conditions, and the splendid selling organization behind the goods of the Rowe Calk Company are sponsors of their product."

WHEN THE HORSE GROWS OLD.

Some horses never seem to grow old, but are able to perform much work up to the age of twenty-five years. With proper care and treatment the old horse is able to stand a great deal of work and for light work is worth just as much as a much younger animal. If offered for sale, of course, the old horse will not bring a very large price.

But if horses are to be serviceable until a good old age they must receive the very best of care and treatment at all times. They must not be neglected at any time, whether working or idle.

The old horse does not always get proper attention in regard to feed. He cannot masticate some kinds of food, especially corn, thoroughly, nor can he eat his ration in as short a time as can a young animal whose teeth are sound. So, unless some ground grain is provided for him and he is given sufficient time to eat his meals when being worked, he will fail to get the full benefit of his food and in a short time will begin to lose flesh and strength.

When the horse begins to grow old give him just as good care as you did when he was young, and he will more than pay for his feed and care by the work which he can perform.

TEAM OWNERS AUTOMOBILING.

The members of the Chicago Cartage Club gave their first outing on Monday, August the 14th, by taking an automobile trip, which lasted all day and which covered a distance of about a hundred miles. There were ten autos to take care of the party. The cars were furnished by various members of the association. They left Chicago early in the morning and rode into the country for about 50 miles. At a fashionable road house they stopped for dinner. This dinner must have been a regular Lucullan feast, judging by the description which one of the party furnished to this paper. It was fried chicken as the piece de resistance, and all sorts of palatable and delectable trimmings, including ice cream, coffee, ice water and other beverages.

The party returned to Chicago about 9 o'clock in the evening, and everybody said that they had never spent a more delightful day in their lives. It is quite probable that the members will have a similar outing in the near future.

The Chicago Carting Club is one of the youngest organizations of team owners in Chicago, but from all indications it promises to be a very successful one. N. F. Ratty is president and Charles Maerz, secretary. Its headquarters are at 15 East South Water street. The organization is affiliated with the National Team Owners Association.

HAVE HORSES IMMORTAL SOULS.

Biblical quotations, indicating an after life for horses, were cited by the Rev. Frank C. Bruner, of the Loomis Street Methodist Episcopal Church, Chicago, Ill., in a sermon on "The Horse in Theology."

"The most intelligent creature of the dumb animal kingdom," he said, "is the horse. No other animal serves men so willingly nor so faithfully. He is well worthy of an existence beyond the grave. His service merits it. He is good and God rewards goodness. The great Creator could not be just and damn this heroic dumb animal with mortality.

"As God sees the fall of every sparrow, he knows of the career of every Chicago dray horse, of its sufferings, of its labor, of its treatment, whether it be good or bad. And I firmly believe that, as surely as cruel and wicked drivers will be punished for their cruelty, that their faithful animals will be rewarded for their martyrdom."

HOW LONG HORSES SLEEP.

Horses sleep but little—usually three to four hours in the twenty-four. Consequently, whatever can be should be done to make them comfortable. Narrow stalls, insufficient bedding, stiffened joints on arising—all discourage the horse from lying down as much as he should, and some from lying down at all. These conditions should be remedied. Stalls should be wide and well bedded.

TEAM DRIVERS JOIN STRIKE.

The recent strike in England of the dockmen, stevedores and other laborers, which for a time threatened to paralyze the entire transportation business of that country, but which at this writing appears to be happily ended, was of particular interest to team owners, because the team drivers, about 35,000 strong, joined in a sympathetic strike.

MOTOR CAR WATERING STATION.

A motor-propelled wagon to be utilized as a watering station for horses, has been invented by the Women's Society for the Prevention of Cruelty to Animals of Philadelphia, Pa. The vehicle will be driven through sections of the city where watering troughs are not available and drivers of horses are invited to quench the thirst of their animals by a large sign which reads: "Stop, Water Your Horses, Free." The car is fitted with a large tank capable of carrying a number of gallons of water and two attendants accompany the automobile, one to drive the machine while the duties of the second man are to water the horses. Both wear white uniforms and with the car present a neat and attractive appearance.

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The Motor Truck and Automobiles

Working Draft of Electric Delivery Wagon With Double Side Doors In Front.

The electric-driven power wagons of the Lansden type have been created and their results obtained after years of constant practice and continuous improvements in methods of construction.

The frame, which is strong and elastic, and of the armored type, receives the entire weight of the power equipment and is supported on four long semi-elliptic side springs securely clipped to solid axles. The artillery wheels are of wood and fitted with endless solid rubber tires. The wheel treads are either 56 or 66 inches and the wheel bases from 76 to 111 inches to suit the length of bodies.

The single motor is swung on the frame in any suitable position, and is, therefore, not subjected to the severe strains and shocks over rough roadways. The controller gives three or four speeds forward and two reverse, without interruption of the current, permitting a perfect control of the wagon under all conditions.

The drive is entirely by chains and sprockets, giving at the same time an efficient and flexible transmission. There are three chains, one from the motor to the cross differential countershaft, and two chains from the ends of

the countershaft to the rear driving wheels. The rear axle does not revolve, it being a part of the wagon and not a part of the transmission arrangement.

The brakes are of the internal expanding form, unusually wide and act directly on the drums of the rear wheels, and are reliable and powerful.

A standard concentric charging receptacle is located conveniently on the frame and a safety switch for cutting off the power is within easy reach of the operator.

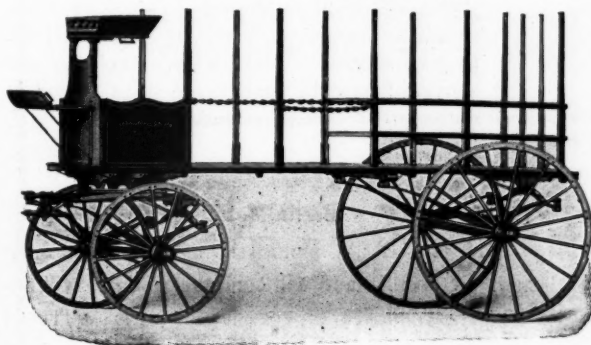
A battery is underslung and arranged to receive the various sizes and makes of batteries that are specified.

The wagon equipment includes electric lamps, horn and bell, tools, odometer and charging plug.

All parts are interchangeable and accessible for adjustment.—*The Carriage Monthly.*

Motors To Replace Horses.

The town of Hanover, England, recently decided to replace horse-drawn fire apparatus with motor vehicles. It was shown that in a matter of economy the motor driven apparatus could be maintained for nearly \$1,000 a year less than with horses. The town has at present, three fire brigade automobiles.



DO IT NOW!

Write for Catalog No. 40 which includes the

SYCAMORE LINE OF

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112 Garden Street, De Kalb, Ill.

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Working Draft of Five-Ton Truck.

The Sampson truck is made in six sizes, carrying one-half ton, one ton, two tons, three tons, four tons and five tons, with wheel bases of 94 inches, 110 inches, 120 inches, 144 inches, 148 inches and 154 inches, which comprise most of the lengths of horse wagon bodies, but if a body should be wanted longer as much as 18 inches can be made to overhang.

The length of this body is 12 feet, 8 inches, without the hood and length of hood is 4 feet. The width across can be made from 4 to 6 feet or wider, as this depends on the nature of the load to be carried.

The body on this draft is of medium height; position of body from floor to under sill is 3 feet, 10 inches, and entire height 10 feet, 7 inches. All the wire screens are removable and curtains are cut to lap 12 inches over the screens.

THE FOLLOWING ARE THE SPECIFICATIONS OF THE FIVE-TON SAMPSON MOTOR TRUCKS.

Axles are I-beam, forged front and rectangular rear. Foot brake external contracting on transmission pulley; hand brake internal expanding on rear wheels.

The carrying capacity is 10,000 pounds.

Carbureter, float feed. Clutch, cone with cork inserts. Cooling, vertical flat tube radiator, thermo-syphon with fan. Control, on steering column. Foot accelerator and governor.

Weight of chassis without body, 8,000 pounds. Differential, integral-with transmission, spur gear type with locking device.

Drive—Double side chain in chain cases.

Equipment—Oil dash and tail lamps, set of tools.

Frame—Pressed steel, fish belly type.

Gasoline tank capacity—Thirty gallons.

Steering gear—Worm and nut, 18-inch wheel.

Magneto ignition.

Driving crank at shaft speed.

Forced feed lubrication to all main bearings, thence through drilled crankshafts to connecting rod end; piston and crankshaft by splash.

Forty horsepower (A. L. A. M. rating).

Four-cylinder motor, cast in pairs, water-cooled, 5-inch bore, 5½-inch stroke.

Oiler—Gear-driven gear pump.

Radiator—Vertical gilled tube with fan.

The seat is above the motor and motor easy of access.

Speed—One mile to 10 miles per hour.

Springs—Semi-elliptic, front and rear.

Tires—Solid rubber, 36x6 inches front, and 36x6-inch dual rear.

Transmission—Selective sliding gear, four speeds forward and reverse.

Tread—67 inches front and 70 inches rear.

Wheel Base—154 inches.—*The Carriage Monthly.*

Future of Commercial Cars.

That there is a big future for the commercial car is the opinion of Max H. Grabowsky, president and general manager of the Grabowsky Power Wagon Company, Detroit. He says that the "make good" cars are bound to win out as up to within a few years the truck industry has been doing strictly pioneer work. The man who did not hesitate to expend thousands of dollars for a pleasure car looked upon an expenditure in a different light when it came to the commercial vehicle. But business men now appreciate the truck as a means of facilitating the delivery branch of their business, also the ability to cover a considerably larger territory than formerly. "The business machine must be commercially practical," states President Grabowsky, "as it must be simple in operation, reliable and must be built to give service without delay or holdup, and above all must be constructed so as to run at extremely low cost of maintenance."

Berlin Motor Show.

The Berlin motor show which will open October 12 and will continue 10 days, will restrict entries of commercial cars. Trucks as well as omnibuses designed to carry a load of more than one ton will not be admitted.

MOTOR TRUCK —MAKERS—



You will find the pages of this paper the best medium for getting into touch with the largest class of possible motor truck users in this country. They are the firms and men, who make their living by hauling goods and merchandise. They have been using horses all their lives, but if you can show them that by the adoption of the motor truck they can save money and do their work better, they will surely buy your trucks.

The circulation of the Team Owners Review is exclusively among that class of people, and we feel certain that if you will invest a part of your advertising appropriation with us, you will find the returns surprising in their favorable results.

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<p>BOSTON, MASS. "WE MOVE EVERYTHING." R. S. Brine Transportation Co. 43 India Street, TRUCKING, FORWARDING AND RIGGING.</p>	<p>COLUMBUS, OHIO. "We Deliver The Goods" The American Delivery Co 352 N. High St. Transfer. Storage. Forwarding. H. G. Stouffer, Manager.</p>	<p>FORT WAYNE, IND; Brown Trucking Co. Moving, Carting, Storage and Distributing, 125 W. Columbia Street.</p>
<p>BUFFALO, N. Y. THE BUFFALO STORAGE AND CARTING CO. Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.</p>	<p>DENVER, COL. THE WEICKER TRANSFER AND STORAGE COMPANY, Office, 1035 Seventeenth St. Warehouses, { 1133-37 Ninth Street, { 1439-39 Wewatta Street. Distribution of Car Lots a Specialty.</p>	<p>FORT WORTH, TEXAS. BINYON TRANSFER & STORAGE CO. FRONT AND TROCKMORTON STS. Receivers and Forwarders of Merchandise. Furniture Stored, Packed Shipped and Moved. Hauling of Safes, Machinery and Freight a Specialty. Telephones 187-</p>
<p>BUFFALO, N. Y. Niagara Carting Co. 223 Chamber of Commerce. GENERAL CARTAGE & STORAGE, Transferring Car Load a Specialty.</p>	<p>DES MOINES, IOWA. BLUE LINE TRANSFER & STORAGE COMPANY. GENERAL STORAGE, CARTING, PACKING AND SHIPPING. FIRE PROOF WAREHOUSES</p>	<p>HARTFORD, CONN. The Bill Brothers Co. TRANSFER & STORAGE, Special Facilities for Moving Machinery, Safes, Furniture, Pianos, etc. STORAGE WAREHOUSES with separate apartments for Household Goods, and Railroad Siding for Carload Shipments</p>
<p>BUFFALO, N. Y. O. J. Glenn & Son EVERYTHING IN THE LINE OF MOVING, CARTING, PACKING, STORAGE. Office, 43 Church Street.</p>	<p>DES MOINES, IOWA. MERCHANTS TRANSFER AND STORAGE CO. WAREHOUSEMEN AND FORWARDERS. General Offices: Union Station</p>	<p>HELENA, MONT. Benson, Carpenter & Co. RECEIVERS & FORWARDERS Freight Transfer and Storage Warehouse Handling "Pool" Cars a Specialty TRACKAGE FACILITIES</p>
<p>CANTON, OHIO. Cummins Storage Co. 310 East Ninth Street, STORAGE, DRAYING, PACKING AND FREIGHT HANDLING A SPECIALTY. Unsurpassed Facilities for Handling Pool Cars</p>	<p>DETROIT, MICH. THE READING TRUCK CO. Office & Warehouse, Sixth & Congress Sts. GENERAL CARTAGE AGENTS, For Wabash and Canadian Pacific Railways. SUPERIOR FACILITIES FOR HAULING AND ERECTING ALL KINDS OF MACHINERY.</p>	<p>HOLYOKE, MASS. THE Sheldon Transfer Co. Express Trucking, Heavy Teaming, General Forwarders.</p>
<p>CHICAGO, ILL. Bekins Household Shipping Co. Shippers of Household Goods and Emigrant Movables Only. Reduced Rates to Pacific Coast & Colorado Offices—First National Bank Building, Chicago, Ill. 148 So. Broadway, Los Angeles, Cal. 1212 and Mission Sts., San Francisco, Cal. 1018 Broadway, Oakland, Cal.</p>	<p>EL PASO, TEXAS. WESTERN TRANSFER & STORAGE CO. 518 SAN FRANCISCO ST. Forwarders and Distributors, Trucking of all kinds, Distribution cars a specialty. Warehouse on Track.</p>	<p>LEOMINSTER, MASS. W. K. MORSE, Light and Heavy Trucking of All Kinds, Office and Stables, rear 83 Mechanic St. Residence, 147 Whitney St.</p>

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 Furniture, Pianos and all classes
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 Special attention to Carload Consignment.
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COMPANY,
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 Special Attention Given To Pool Cars.

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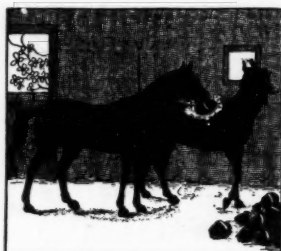
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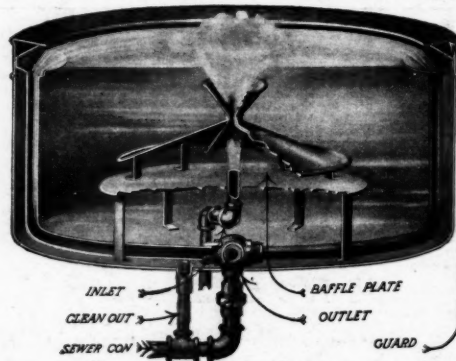
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WATERING TROUGH
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Positive Protection Against Glanders



A simple, absolutely effective device, the use of which will unfailingly prevent the spread of contagious diseases. It saves its cost many times over.

For Stable Use: Price \$75.00.

W. D. QUIMBY,
Inventor and Manufacturer,
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85 Walker St., New York City.

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